TRAINMASTERS

R. R. BADGLEY	Yuma
H. C. CHASE	Tucson
L. WISE	Tucson
B. B. KIMBALL	Phoenix

ASSISTANT TRAINMASTERS

J. H. VERMILLION	Gila
R. L. KING	Gila
B. M. BRAGDON	Tucson
R. V. WILLS	Phoenix

ROAD FOREMEN OF ENGINES

C. L. STEINER	Tucson
F. BELLMER	Tucson

ASSISTANT ROAD FOREMAN OF ENGINES

J. E. TOMPKINS	Yuma

CHIEF TRAIN DISPATCHER

H. W. CASSADY	Tucson

A. W. KILBORN
Assistant Superintendent, Tucson

SOUTHERN PACIFIC COMPANY

TUCSON DIVISION TIMETABLE

125

EFFECTIVE SUNDAY, APRIL 29, 1951
AT 12:01 A. M.
MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

G. A. BAYS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. W. C. Cain	Asst. Dist. Physician and Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Physician and Surgeon
Yuma	Dr. R. A. Stratton	Asst. Dist. Physician and Surgeon
Buckeye	Dr. B. P. Haymes	Emergency Physician and Surgeon
Buckeye	Dr. L. B. Galison	Emergency Physician and Surgeon
Phoenix	Dr. H. D. Ketcherside	District Physician and Surgeon
Phoenix	Dr. D. H. Goodman	Asst. Dist. Physician and Surgeon
Phoenix	Dr. Joseph Bank	Asst. Dist. Physician and Surgeon
Phoenix	Dr. John W. Findley	Asst. Dist. Physician and Surgeon
Phoenix	Dr. Donald Polson	Asst. Dist. Physician and Surgeon
Phoenix	Dr. D. F. Harbridge	Oculist and Aurist
Phoenix	Dr. B. L. Melton	Aurist
Phoenix	Dr. O. W. Thoeny	Aurist
Tempe	Dr. M. W. Westervelt	District Physician and Surgeon
Tempe	Dr. B. J. Axel	Asst. Dist. Physician and Surgeon
Tempe	Dr. W. R. King	Oculist and Aurist
Mesa	Dr. M. L. Kent	District Physician and Surgeon
Chandler	Dr. D. I. Arnow	Dist. Physician and Surgeon
Coolidge	Dr. G. H. Walker	Emergency Physician and Surgeon
Gilbert	Dr. L. M. Tompkins	Emergency Physician and Surgeon
Florence	Dr. W. P. Tucker	District Physician and Surgeon
Ray	Dr. O. E. Utzinger	District Physician and Surgeon
Hayden	Dr. C. D. Huestis	District Physician and Surgeon
Wellton	Dr. N. D. Kline	District Physician and Surgeon
Gila	Dr. W. R. King	District Physician and Surgeon
Casa Grande	Dr. J. E. Reddin	District Physician and Surgeon
Tucson	Dr. C. E. Flood	Assistant to Chief Surgeon
Tucson	Dr. N. K. Thomas	Thoracic Surgeon
Tucson	Dr. R. W. Rudolph	Consulting Surgeon
Tucson	Dr. W. R. Manning	Consulting Surgeon
Tucson	Dr. J. B. Littlefield	Consulting Surgeon
Tucson	Dr. H. W. Kohl	Visiting Physician
Tucson	Dr. L. J. Kent	Attending Physician
Tucson	Dr. J. S. Mikell	Aurist
Tucson	Dr. Michael O'Connor	Oculist
Nogales	Dr. J. S. Gonzalez	District Physician and Surgeon
Nogales	Dr. Z. B. Noon	District Physician and Surgeon
Nogales	Dr. C. S. Smith	Oculist and Aurist
Benson	Dr. J. M. Hesser	District Physician and Surgeon
Willcox	Dr. B. E. Briscoe	District Physician and Surgeon
Willcox	Dr. R. A. Hicks	Asst. Dist. Physician and Surgeon
Willcox	Dr. W. F. Havemeyer	Asst. Dist. Physician and Surgeon
Bowie	Dr. F. W. Parrish	District Physician and Surgeon
Lordsburg	Dr. Herman S. Cohen	District Physician and Surgeon
Safford	Dr. J. N. Stratton	District Physician and Surgeon
Safford	Dr. F. W. Butler	Asst. Dist. Physician and Surgeon
San Carlos	Dr. Sander Szitpya	District Physician and Surgeon
Globe	Dr. C. Gunter	District Physician and Surgeon
Globe	Dr. W. E. Bishop	Asst. Dist. Physician and Surgeon
Miami	Dr. C. M. Cron	District Physician and Surgeon
Miami	Dr. I. E. Harris	Asst. Dist. Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO, CALIF.
DIVISION—ST. JOSEPH'S HOSPITAL	PHOENIX, ARIZ.
DIVISION—ST. MARY'S HOSPITAL	TUCSON, ARIZ.
EMERGENCY HOSPITAL	TUCSON, ARIZ.
EMERGENCY HOSPITAL	GILA, ARIZ.

WATCH INSPECTORS

San Francisco	C. D. Fabrin, Manager of Time Service, 65 Market St.
Yuma	Edward H. Weiner
Phoenix	H. H. Howard
Tucson	Seth E. Rogers, 319 E. Congress St.
Casa Grande	Henry S. Thornton 125 North Florence
Nogales	Frank E. Savitt, c/o Grunewald & Adams
Benson	Dennis D. Lowery
Lordsburg	H. H. Conder
Safford	Adolph J. Cubitto
Globe	M. A. & M. G. Cubitto
Miami	J. C. Cubitto, Jr.

LOCATION OF STANDARD CLOCKS

Benson	Train-order Office
Bowie	Train-order Office
Gila	Train-order Office
Globe	Train-order Office
Hayden Junction	Train-order Office
Nogales	Train-order Office
Phoenix	Engr. Reg. Room—Union Depot
Phoenix	7th St. Train-order Office
Phoenix	Register Office—Yard
Tucson	Train-order Office
Tucson	Dispatchers' Office
Tucson	North Yard Office
Tucson	VE Yard Train-order Office
Tucson	Yard Office—PFE Yard
Tucson	Yard Office—Park St. Yard
Tucson	Crew Dispatchers' Office, Roundhouse
Yuma	Yard Train-order Office PT
Yuma	Yard Train-order Office MT
Yuma	Yard Office, East Yard PT
Yuma	Yard Office, East Yard MT
Yuma	Register Room—Roundhouse PT
Yuma	Register Room—Roundhouse MT

WELLTON SUBDIVISION

EASTWARD

FIRST CLASS

	Capacity of sidings		4 Golden State Leave Daily	40 Imperial Leave Daily	6 Argonaut Leave Daily	44 Passenger Leave Daily	370 A. O. N. Leave Daily Ex.Sun.,Mon	2 Sunset Limited Leave Daily	Mile Post Location			Timetable No. 125 April 29, 1951 STATIONS		Distance from Yuma
Yuma yard		BKWOTYP	PM 7.35	AM 9.10	AM 4.50	AM 4.15	AM 2.45	AM 2.35	732.7		TO-R	YUMA	D. T.	0.0
		P	7.43	9.20	5.00	4.25	2.55	**2.45**	737.4 737.5		TO-R	4.7 EAST YARD		4.7
	58	P							740.1			2.6 ARABY		7.3
	115	P	7.49	9.26	5.07	4.31	3.01	2.51	743.7			3.6 FORTUNA		10.9
	58	P							746.6			2.9 BLAISDELL		13.8
	104	P	7.56	9.33	5.15	4.39	3.09	2.58	750.6			4.0 KINTER		17.8
	M 73	P	8.01	9.38	5.20	f 4.44	3.14	3.03	753.5		TO	2.9 DOME	D. T.	20.7
	Yard Limits 64	WIP	8.20	9.58	f 5.40 AM	f 5.04	3.33	3.22	770.0		TO	16.5 WELLTON		37.2
	66	P	8.25	10.04		5.10	3.39	3.27	775.7			5.7 MING		42.9
	67	P	8.30	10.09		f 5.18	3.45	3.32	780.9			5.2 ROLL		48.1
	69	P	8.40	**10.24**		5.29	3.58	3.42	793.2			12.3 GROWLER		60.4
	71	P	8.49	10.33		5.37	4.08	3.50	802.5			9.3 KOFA		69.7
	69	P	8.58	10.42		5.46	4.19	3.59	812.7			10.2 HORN		79.9
	70	WP	9.06	10.51		f 5.56	4.30	4.07	822.3	Automatic Block System	TO	9.6 HYDER		89.5
	71	P	9.14	10.59		6.05	4.39	4.15	831.1			8.8 MONTEZUMA		98.3
	71	P	9.23	11.08		6.15	4.49	4.25	841.1			10.0 SADDLE		108.3
	71	P	9.33	11.19		6.28	4.59	4.36	851.0			9.9 GILLESPIE		118.2
	69	P	9.43	11.28		6.38	5.13	4.46	861.3			10.3 ARLINGTON		128.5
	69	P	9.47	11.32		6.43	5.20	4.50	865.7			4.4 DIXIE		132.9
	68	P	9.52	11.37		6.49	5.26	4.55	871.5			5.8 CONGER		138.7
	74	P	9.56	c 11.41		s 6.57	5.32	4.59	875.7		TO	4.2 BUCKEYE		142.9
	68	P	10.01	11.47		7.03	5.39	5.05	881.7			6.0 LIBERTY		148.9
	68	YP	10.09	11.54		f 7.15	5.48	5.12	889.7		TO	8.0 LITCHFIELD		156.9
	96	P	10.12	AM 11.58		7.20	5.53	5.15	893.0			3.3 CASHION		160.2
	70	P	10.17	PM 12.03		7.28	5.59	5.20	898.1			5.1 FOWLER		165.3
Phoenix yard	71	P	10.23	12.09		7.35	6.08	5.26	904.0			5.9 23rd AVE. PHOENIX		171.2
									905.5			1.5 Crossing—AT&SFRy Wye		172.7
		BKWP	s 10.30 PM	s 12.15 PM		s 7.45 AM		s 5.35 AM	906.0		R	0.5 PHOENIX	D. T.	173.2
		BKWOTYP					6.25 AM		907.0		TO-R	1.0 PHOENIX YARD		174.2
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sun.,Mon	Arrive Daily				(174.2)		
			(2.55) 59.38	(3.05) 56.12	(0.50) 44.64	(3.30) 49.49	(3.40) 47.50	(3.00) 57.73				..........Time over District.......... ....Average Speed per Hour..........		

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

RULE S-72. Exception: No. 4 is superior to No. 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

WELLTON SUBDIVISION

Timetable No. 125

April 29, 1951

WESTWARD

FIRST CLASS

Mile Post Location				STATIONS		Distance from Phoenix Yard	5 Argonaut	1 Sunset Limited	39 Imperial	43 Passenger	3 Golden State
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
732.7	Automatic Block System	TO-R	**YUMA** 4.7		D.T.	174.2	AM s 9.05	AM s 11.40	PM s 4.00	PM s 8.35	AM s 3.00
737.4 737.5		R	**EAST YARD** 2.6			169.5					**2.45**
740.1			**ARABY** 3.6			166.9	8.40	11.22	3.44	8.20	
743.7			**FORTUNA** 2.9			163.3					
746.6			**BLAISDELL** 4.0			160.4	8.33	11.14	3.38	8.13	2.38
750.6			**KINTER** 2.9			156.4	8.27	11.09	3.32	8.07	2.33
753.5		TO	**DOME** 16.5		D.T.	153.5	f 8.22	11.04	3.27	f 8.02	2.29
770.0		TO	**WELLTON** 5.7			137.0	8.00 AM	10.45	3.08	f 7.40	2.10
775.7			**MING** 5.2			131.3		10.39	3.03	7.32	2.04
780.9			**ROLL** 12.3			126.1		10.34	2.58	f 7.25	1.59
793.2			**GROWLER** 9.3			113.8		**10.24**	2.47	7.11	1.47
802.5			**KOFA** 10.2			104.5		10.16	2.38	7.00	1.38
812.7			**HORN** 9.6			94.3		10.07	2.29	6.49	1.28
822.3		TO	**HYDER** 8.8			84.7		9.59	2.20	f 6.39	1.19
831.1			**MONTEZUMA** 10.0			75.9		9.50	2.11	6.23	1.10
841.1			**SADDLE** 9.9			65.9		9.41	2.02	6.13	1.01
851.0			**GILLESPIE** 10.3			56.0		9.32	1.52	**6.02**	12.52
861.3			**ARLINGTON** 4.4			45.7		9.23	1.42	5.51	12.43
865.7			**DIXIE** 5.8			41.3		9.19	1.37	5.46	12.39
871.5			**CONGER** 4.2			35.5		9.13	1.31	5.40	12.33
875.7		TO	**BUCKEYE** 6.0			31.3		9.09	c 1.26	s 5.35	12.29
881.7			**LIBERTY** 8.0			25.3		9.03	1.19	5.23	12.23
889.7		TO	**LITCHFIELD** 3.3			17.3		8.55	c 1.10	f 5.15	12.15
893.0			**CASHION** 5.1			14.0		8.52	1.04	5.09	12.12
898.1			**FOWLER** 5.9			8.9		8.47	12.58	5.04	12.07
904.0			**23rd AVE. PHOENIX** 1.5			3.0		8.41	12.51	4.57	12.01 AM
905.5			**Crossing—AT&SFRy Wye** 0.5			1.5					
906.0		R	**PHOENIX** 1.0		D.T.	1.0		8.35 AM	12.45 PM	4.50 PM	11.55 PM
907.0		TO-R	**PHOENIX YARD**			0.0					
			(174.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District				(1.05)	(3.05)	(3.15)	(3.45)	(3.05)
			Average Speed per Hour				34.34	56.17	53.29	46.18	56.17

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

RULE S-72. Exception: No. 4 is superior to No. 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Granite Spur	755.2	..
Ligurta (Spur)	760.2	12
Tyson (Spur)	788.3	31
Harqua (Spur)	849.4	4
Crag (Spur)	856.0	39
Hassayampa (Spur)	867.6	12
Norton	884.9	..
Tolleson	895.7	..
Cotpro	900.8	..
Campo	902.0	..

EASTWARD

SECOND CLASS

Timetable No. 125

April 29, 1951

Capacity of sidings		846 Freight	902 Freight	844 Freight	842 Freight	Mile Post Location		STATIONS		Distance from Yuma
		Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yuma yd.	BKWOTYP	PM 4.40	PM 2.10	AM 9.20	AM 1.00	732.7	TO-R	**YUMA**	D. T.	0.0
	P	4.55	2.25	9.35	1.15	737.4 737.5	TO-R	4.7 **EAST YARD**		4.7
58	P	4.59	2.29	9.39	1.19	740.1		2.6 **ARABY**		7.3
115	P	5.04	2.34	9.44	1.24	743.7		3.6 **FORTUNA**		10.9
58	P	5.08	2.38	9.48	1.28	746.6		2.9 **BLAISDELL**		13.8
104	P	5.15	2.45	9.55	1.35	750.6		4.0 **KINTER**		17.8
M 73	P	5.20	2.50	10.00	1.40	753.5	TO	2.9 **DOME**	D. T.	20.7
Yard Limits 64	WIP	5.47 PM	3.17	10.27 AM	2.07 AM	770.0	TO	16.5 **WELLTON**		37.2
66	P		3.25			775.7		5.7 **MING**		42.9
67	P		3.33			780.9		5.2 **ROLL**		48.1
69	P		3.59			793.2		12.3 **GROWLER**		60.4
71	P		4.14			802.5		9.3 **KOFA**		69.7
69	P		4.32			812.7		10.2 **HORN**		79.9
70	WP		4.55			822.3	TO	9.6 **HYDER**		89.5
71	P		5.10			831.1		8.8 **MONTEZUMA**		98.3
71	P		5.27			841.1		10.0 **SADDLE**		108.3
71	P		**6.02**			851.0		9.9 **GILLESPIE**		118.2
69	P		6.20			861.3		10.3 **ARLINGTON**		128.5
69	P		6.28			865.7		4.4 **DIXIE**		132.9
68	P		6.38			871.5		5.8 **CONGER**		138.7
74	P		6.45			875.7	TO	4.2 **BUCKEYE**		142.9
68	P		6.56			881.7		6.0 **LIBERTY**		148.9
68	YP		7.10			889.7	TO	8.0 **LITCHFIELD**		156.9
96	P		7.16			893.0		3.3 **CASHION**		160.2
70	P		7.25			898.1		5.1 **FOWLER**		165.3
Phoenix yard 71	P		7.35			904.0		5.9 **23rd AVE. PHOENIX**		171.2
						905.5		1.5 **Crossing—AT&SFRy Wye**		172.7
	BKWP					906.0	R	0.5 **PHOENIX**	D. T.	173.2
	BKWOTYP		7.45 PM			907.0	TO-R	1.0 **PHOENIX YARD**		174.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(174.2)		
		(1.07) 33.28	(5.35) 31.20	(1.07) 33.28	(1.07) 33.28			..........Time over District.......... ....Average Speed per Hour..........		

Automatic Block System

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

Timetable No. 125

April 29, 1951

Litchfield Branch

Capacity of sidings		EAST-WARD ↓ Mile Post Location		STATIONS	WEST-WARD ↑ Distance from Litchfield Park
68	YP	889.7	TO	**LITCHFIELD**	5.0
		894.7		5.0 **LITCHFIELD PARK**	0.0
				(5.0)	

WELLTON SUBDIVISION

Timetable No. 125

April 29, 1951

Capacity of sidings		EASTWARD SECOND CLASS 846 Freight Leave Daily	 844 Freight Leave Daily	 842 Freight Leave Daily	FIRST CLASS 6 Argonaut Leave Daily	Mile Post Location		STATIONS	Distance from Gila	WESTWARD FIRST CLASS 5 Argonaut Arrive Daily
Yard Limits 64	WIP	PM 5.47	AM 10.27	AM 2.07	AM 5.40	770.0	TO	**WELLTON**	85.7	AM f 8.00
104	P	5.57	10.37	2.17	5.50	776.4		6.4 **TACNA**	79.3	7.50
104	P	6.07	10.47	2.27	6.00	783.8		7.4 **COLFRED**	71.9	7.35
104	P	6.20	11.00	2.40	f 6.15	792.6	TO	8.8 **MOHAWK**	63.1	f 7.22
104	P	6.33	11.13	2.53	6.30	800.5		7.9 **STOVAL**	55.2	7.10
90	P	6.40	11.20	3.00	f 6.40	806.2		5.7 **DATELAND**	49.5	f 7.00
W 124 E 59	WP	6.47	11.27	3.07	f **6.48**	811.9	Automatic Block System	5.7 **AZTEC**	43.8	f **6.48**
104	P	6.57	11.37	3.17	6.58	819.7		7.8 **STANWIX**	36.0	6.28
W 102 E 68	WP	7.09	AM 11.50	3.30	s 7.10	826.1	TO	6.4 **SENTINEL**	29.6	s 6.20
104	P	7.30	PM 12.11	3.51	7.26	839.9		13.8 **PIEDRA**	15.8	6.04
59	P	7.39	12.20	4.00	7.32	845.5		5.6 **THEBA**	10.2	5.58
104	P	7.47	12.27	4.07	7.37	850.3		4.8 **SMURR**	5.4	5.52
Yard Limits	BKWOYP	7.55 PM	12.35 PM	4.15 AM	s 7.45 AM	855.7	TO-R	5.4 **GILA**	0.0	5.45 AM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(85.7)		Leave Daily
		(2.08) 40.17	(2.08) 40.17	(2.08) 40.17	(2.05) 40.50			Time over District Average Speed per Hour		(2.15) 38.09

Nos. 5 and 6 stop daily at MP 781 between Tacna and Colfred to exchange U. S. Mail in locker box.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
~~Tartron~~...............	833.1	ABANDONED 2-1-51

YUMA VALLEY RAILROAD

Timetable No. 125

April 29, 1951

Capacity of sidings		EAST-WARD ↓ Mile Post Location		STATIONS	WEST-WARD ↑ Distance from Gadsden
Yuma yard	P	0.0	TO-R	**YUMA**	21.0
16		1.0		1.0 **U.S.R.S.**	20.0
19		8.5		7.5 **WILLETTS**	12.5
21		15.0		6.5 **SOMERTON**	6.0
		21.0		6.0 **GADSDEN**	0.0
				(21.0)	

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, and Special Instructions in Tucson Division Timetable govern on YVRR.

Trains will not exceed speed 10 MPH except must not exceed 8 MPH over trestle at U.S.R.S.

Engines weighing over 150,000 pounds on drivers must not operate on Y. V. R. R.

Impaired side clearance at Spillway, MP 10.25.

At Yuma, normal position of junction switch will be for YVRR main track.

RULE 93: Yard limits are established at Yuma.

U.S.R.S. yard, Yuma, and Ludy Spur must not be used.

Track out service and must not be used east of MP 18 (Somerton).

Load limit (car and contents):

Yuma-Gadsden ....169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Ludy..........(Spur)	3.0	25
Spillway.........(Spur)	10.2	8

PICACHO SUBDIVISION

EASTWARD

Capacity of sidings		FIRST CLASS 4 Golden State Leave Daily	40 Imperial Leave Daily	44 Passenger Leave Daily	6 Argonaut Leave Daily	370 A. O. N. Leave Daily Ex. Sun. Mon.	2 Sunset Limited Leave Daily	Mile Post Location	Automatic Block System	Timetable No. 125 April 29, 1951 STATIONS		Distance from Phoenix
Phoenix yard	BKWP	PM 10.40	PM 12.30	AM 8.15			AM 5.50	906.0	R	PHOENIX	D. T.	0.0
	BKWOTYP	10.43	12.33	8.18		AM 6.50	5.53	907.0	TO-R	1.0 PHOENIX YARD		1.0
	P	10.49	12.40	8.25		6.57	5.59	911.1		4.1 KENDALL		5.1
Yd.Lmts. 75	YP	10.54	c 12.45	s 8.40		7.08	6.04	914.4	TO	3.3 TEMPE		8.4
	P							915.3		0.9 TEMPE JCT.		9.3
	P							917.1		1.8 NORMAL JCT.		11.1
Yard Limits 74	WYP	11.06	c 12.57	s 9.00		7.19	c 6.16	921.8	TO	4.7 MESA		15.8
77	P	**11.10**	1.00	9.03		7.22	6.20	923.6		1.8 McQUEEN		17.6
75	P	c 11.17	c 1.08	s 9.20		**7.40**	c 6.27	929.3	TO	5.7 CHANDLER		23.3
72	P		1.13	9.25		7.46	6.32	934.3		5.0 SERAPE		28.3
63	P	11.26	1.18	9.30		7.51	6.37	939.0		4.7 SANTAN		33.0
63	P		1.22	9.35		7.55	6.41	943.2		4.2 DOCK		37.2
68	P	11.38	1.32	9.45		8.05	6.51	953.2		10.0 BLACKWATER		47.2
115	P	11.42	1.37	9.50		8.11	6.57	958.2		5.0 POSTON		52.2
69	WP	c 11.46	c 1.41	s 10.05		8.15	c **7.03**	962.0	TO	3.8 COOLIDGE		56.0
63	P	PM 11.54	1.50	10.15		8.25	7.11	971.4		9.4 TOPAZ		65.4
N 87 S 80	Yd.Lmts. WOIYP	AM 12.02	1.59	10.25	AM 10.03	8.34	7.19	979.7 936.7	TO	8.3 PICACHO ~~JCT.~~ CHANGED 5-1-51		73.7
68	P		2.04	10.30	10.08	8.39		940.7		4.0 OCATILLA		77.7
87	P	12.08	**2.07**	10.34	10.12	8.43	7.25	944.2		3.5 WYMOLA		81.2
67	P			**10.40**		8.47		947.9		3.7 MONTROSE		84.9
W 81 E 84	WP	12.14	2.15	10.45	10.20	8.51	7.31	951.4	TO	3.5 RED ROCK		88.4
62	P							954.3		2.9 AVRA		91.3
172	P	12.20	2.21	10.52	**10.31**	8.59	7.37	958.4		4.1 NAVISKA		95.4
64	P		2.25	10.56	10.35	9.03		962.2		3.8 MARANA		99.2
89	P							964.6		2.4 PAPAGO		101.6
171	WP	12.27	2.29	11.00	c 10.40	9.09	7.44	966.9	TO	2.3 RILLITO		103.9
88	P		2.32	11.03	10.43	9.13		969.9		3.0 SABINO		106.9
78	P						7.49	972.1		2.2 CORTARO		109.1
87	P		2.36	11.07	10.47	9.18		974.7		2.6 KINO		111.7
W 80 E 82	P	12.36	2.40	11.11	10.51		7.54	977.4		2.7 JAYNES		114.4
	P	12.39	2.44	11.15	10.55	9.26	7.58	981.2		3.8 STOCKHAM	D. T.	118.2
Tucson yard	BKWOITYP	s 12.45 AM	s 2.55 PM	s 11.25 AM	s 11.05 AM	9.35 AM	s 8.10 AM	983.9	TO-R	2.7 TUCSON		120.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sun.,Mon	Arrive Daily			(120.9)		
		(2.05) 58.00	(2.25) 50.03	(3.10) 38.18	(1.02) 45.67	(2.45) 48.12	(2.20) 51.81			Time over District Average Speed per Hour		

RULE 5. Schedule time and train-order time for eastward trains at Phoenix Yard, and for westward trains at Stockham apply at end of double track.

Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

RULE S-72. Exceptions: Nos. 2, 40 and 4 are superior to Nos. 5, 39 and 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

No. 44 exchange mail at Randolph and Picacho ~~Jct.~~, stopping if necessary.

PICACHO SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 125

April 29, 1951

Mile Post Location		STATIONS	Distance from Tucson	5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily	39 Imperial Arrive Daily	43 Passenger Arrive Daily	3 Golden State Arrive Daily
906.0	R	**PHOENIX** 1.0	120.9		AM s 8.20	PM s 12.25	PM s 4.20	PM s 11.45
907.0	TO-R	**PHOENIX YARD** 4.1	119.9		8.14	12.19	4.13	11.39
911.1		**KENDALL** 3.3	115.8		8.07	12.12	4.06	11.32
914.4	TO	**TEMPE** 0.9	112.5		8.02	c 12.06 PM	s 4.00	11.27
915.3		**TEMPE JCT.** 1.8	111.6					
917.1		**NORMAL JCT.** 4.7	109.8					
921.8	TO	**MESA** 1.8	105.1		c 7.50	c 11.54 AM	s 3.45	11.15
923.6		**McQUEEN** 5.7	103.3		7.47	11.51	3.33	**11.10**
929.3	TO	**CHANDLER** 5.0	97.6		c **7.40**	c 11.44	s 3.25	c 11.04
934.3		**SERAPE** 4.7	92.6		7.34	11.38	3.11	10.58
939.0		**SANTAN** 4.2	87.9		7.29	11.33	3.06	10.53
943.2		**DOCK** 10.0	83.7		7.24	11.29	3.01	10.49
953.2		**BLACKWATER** 5.0	73.7		7.13	11.19	2.51	10.40
958.2		**POSTON** 3.8	68.7		7.08	11.14	2.46	10.35
962.0	TO	**COOLIDGE** 9.4	64.9		c **7.03**	c 11.10	s 2.40	c 10.31
971.4		**TOPAZ** 8.3	55.5		6.49	11.00	2.24	10.23
979.7 936.7	TO	**PICACHO JCT.** 4.0	47.2	AM c 3.30	6.40	10.52	2.15	10.15
940.7		**OCATILLA** 3.5	43.2	3.22				
944.2		**WYMOLA** 3.7	39.7	3.18	6.33	10.44	**2.07**	10.08
947.9		**MONTROSE** 3.5	36.0	3.14		**10.40**		
951.4	TO	**RED ROCK** 2.9	32.5	**3.10**	6.26	10.37	1.59	10.01
954.3		**AVRA** 4.1	29.6					
958.4		**NAVISKA** 3.8	25.5	3.03	6.20	**10.31**	1.52	9.55
962.2		**MARANA** 2.4	21.7					
964.6		**PAPAGO** 2.3	19.3	2.57	6.15	10.25	1.46	9.50
966.9	TO	**RILLITO** 3.0	17.0					
969.9		**SABINO** 2.2	14.0	2.51	6.10	10.20	1.41	9.45
972.1		**CORTARO** 2.6	11.8					
974.7		**KINO** 2.7	9.2	2.47	6.06	10.16	1.37	9.41
977.4		**JAYNES** 3.8	6.5					
981.2	TO	**STOCKHAM** 2.7	2.7	2.41	6.00	10.10	1.31	9.35
983.9	TO-R	**TUCSON**	0.0	2.35 AM	5.55 AM	10.05 AM	1.25 PM	9.30 PM
		(120.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District		(0.55)	(2.25)	(2.20)	(2.55)	(2.15)
		Average Speed per Hour		51.45	50.03	51.81	41.46	53.73

Automatic Block System

D.T.

RULE 5. Schedule time and train-order time for eastward trains at Phoenix Yard, and for westward trains at Stockham apply at end of double track.

Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

RULE S-72. Exceptions: Nos. 2, 40 and 4 are superior to Nos. 5, 39 and 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

PICACHO SUBDIVISION

EASTWARD

SECOND CLASS

Timetable No. 125

April 29, 1951

Capacity of sidings		856 Freight	854 Freight	852 Freight	904 Freight	Mile Post Location	Automatic Block System	STATIONS	Distance from Phoenix
		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Phoenix yard	BKWP					906.0	R	PHOENIX	0.0
	BKWOTYP				AM 12.05	907.0	TO-R	1.0 PHOENIX YARD	1.0
	P				12.15	911.1		4.1 KENDALL	5.1
Yd.Lmts. 75	YP				12.30	914.4	TO	3.3 TEMPE	8.4
	P					915.3		0.9 TEMPE JCT.	9.3
	P					917.1		1.8 NORMAL JCT.	11.1
Yard Limits 74	WYP				12.55	921.8	TO	4.7 MESA	15.8
77	P				1.00	923.6		1.8 McQUEEN	17.6
75	P				1.10	929.3	TO	5.7 CHANDLER	23.3
72	P				1.17	934.3		5.0 SERAPE	28.3
63	P				1.24	939.0		4.7 SANTAN	33.0
63	P				1.30	943.2		4.2 DOCK	37.2
68	P				1.44	953.2		10.0 BLACKWATER	47.2
115	P				1.51	958.2		5.0 POSTON	52.2
69	WP				2.00	962.0	TO	3.8 COOLIDGE	56.0
63	P				2.15	971.4		9.4 TOPAZ	65.4
N 87 S 80	Yd.Lmts. WOIYP	PM 11.00	PM 2.26	AM 8.05	2.30	979.7 936.7	TO	8.3 PICACHO JCT. CHANGED 5-1-51	73.7
68	P	11.06	2.32	8.11	2.38	940.7		4.0 OCATILLA	77.7
87	P	11.10	2.36	8.15	2.42	944.2		3.5 WYMOLA	81.2
67	P	11.15	2.41	8.20	2.50	947.9		3.7 MONTROSE	84.9
W 81 E 84	WP	11.19	2.45	8.24	**3.10**	951.4	TO	3.5 RED ROCK	88.4
62	P	11.23	2.49	8.28	3.15	954.3		2.9 AVRA	91.3
172	P	11.28	2.54	8.33	3.20	958.4		4.1 NAVISKA	95.4
64	P	11.33	2.59	8.38	3.25	962.2		3.8 MARANA	99.2
89	P	11.37	3.03	8.42	3.29	964.6		2.4 PAPAGO	101.6
171	WP	11.41	3.07	8.46	3.33	966.9	TO	2.3 RILLITO	103.9
88	P	11.45	3.11	8.50	3.37	969.9		3.0 SABINO	106.9
78	P	11.49	3.15	8.54	3.41	972.1		2.2 CORTARO	109.1
87	P	11.53	3.19	8.58	3.45	974.7		2.6 KINO	111.7
W 80 E 82	P	PM 11.57	3.23	9.02	3.49	977.4		2.7 JAYNES	114.4
	P	AM 12.01	3.27	9.06	3.53	981.2		3.8 STOCKHAM	118.2
Tucson yard BKWOITYP		12.10 AM	3.35 PM	9.15 AM	4.05 AM	983.9	TO-R	2.7 TUCSON	120.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(120.9)	
		(1.10) 40.46	(1.09) 41.04	(1.10) 40.48	(4.00) 29.87			Time over District Average Speed per Hour	

D.T. (Phoenix – Phoenix Yard; Stockham – Tucson)

RULE 5. Schedule time and train-order time for eastward trains at Phoenix Yard, and for westward trains at Stockham apply at end of double track.

Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Aristuc (Spur)	909.43	11
Tovrea	911.8	..
Yeso (Spur)	912.9	20
Tremaine	925.4	18
Falfa	926.1	36
Pozo (Spur)	931.0	31
Olberg (Spur)	948.1	15
Randolph	966.4	28
Peak	975.2	..
~~Picacho~~	~~937.7~~	.. abandoned 5-1-51

PICACHO SUBDIVISION

EASTWARD		SECOND CLASS			FIRST CLASS		Timetable No. 125 April 29, 1951			WESTWARD FIRST CLASS
Capacity of sidings		856 Freight	854 Freight	852 Freight	6 Argonaut	Mile Post Location			Distance from Picacho Jct.	5 Argonaut
		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily
Yard Limits	BKWOYP	PM 8.35	PM 12.01	AM 5.40	AM 7.55	855.7	Automatic Block System TO-R	GILA	81.0	AM s 5.35
								9.4		
105	P	9.00	12.26	6.05	8.10	865.1		BOSQUE	71.6	5.25
								6.1		
105	P	9.17	12.43	6.22	8.20	871.2		SHAWMUT	65.5	5.15
								3.4		
105	YP	9.30	12.56	6.35	f 8.30	874.6	TO	ESTRELLA	62.1	f 5.10
								9.1		
104	P	9.44	1.10	6.50	f 8.40	883.7		MOBILE	53.0	f 4.59
								4.7		
58	P	9.52	1.18	6.58	8.46	888.4		ENID	48.3	4.49
								4.4 ABANDONED 9-15-51		
59	P	10.00	1.26	7.05	8.51	892.8		~~HEATON~~	43.9	4.44
								5.0		
140	WP	10.09	1.35	7.14	s 9.00	897.8	TO	MARICOPA	38.9	s 4.38
								9.9		
104	P	10.21	1.47	7.26	9.10	907.7		BON	29.0	4.22
								11.1		
Yard Limits 104	WP	10.35	2.01	7.40	s 9.30	918.8	TO	CASA GRANDE	17.9	s 4.10
								9.6		
104	P	10.47	2.13	7.52	c 9.42	928.4		TOLTEC	8.3	c 3.47
								4.7		
69	P	10.53	2.19	7.58	s 9.55	933.1	TO	ELOY	3.6	s 3.40
								3.6		
N 87 S 92 Yard Limits	WOIYP	11.00 PM	2.26 PM	8.05 AM	f 10.03 AM	936.7	TO	PICACHO ~~JCT.~~	0.0	3.30 AM
								(81.0)		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily
		(2.25)	(2.25)	(2.25)	(2.08)			Time over District		(2.05)
		33.51	33.51	33.51	37.96			Average Speed per Hour		38.88

North track, east of crossover at Maricopa, capacity 82 cars, must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Seco............(Spur)	921.0	18

PICACHO SUBDIVISION

EASTWARD		THIRD CLASS			Timetable No. 125 April 29, 1951		WESTWARD SECOND CLASS
Capacity of sidings		870 Freight Leave Daily	Mile Post Location		Christmas Branch STATIONS	Distance from Christmas	871 Freight Arrive Daily
77	P		923.6		McQUEEN	86.9	
					3.4		
68	P		927.0	TO	GILBERT	83.5	
					5.0		
			932.0		HIGLEY	78.5	
					3.6		
			935.6		GERMANN	74.9	
					2.5		
	P		938.1		RITTENHOUSE	72.4	
					3.5		
	P		941.6		QUEEN CREEK	68.9	
					8.2		
	P		949.8		MAGMA	60.7	
					9.2		
21	WP		959.0	TO	FLORENCE	51.5	
					10.0		
	P		969.0		PRICE	41.5	
					6.2		
	P		975.2		COCHRAN	35.3	
					7.9		
	P		983.1		ZELLWEGER	27.4	
					4.7		
Yard Limits	P	AM 6.35	987.8	TO-R	RAY JCT.	22.7	AM 6.20
					7.1		
			994.9		BRANAMAN	15.6	
					4.8		
Yard Limits	Y		999.7		BURNS	10.8	
					0.5		
	BKWOYP	7.15 AM	1000.2	TO-R	HAYDEN JCT.	10.3	5.30 AM
					1.9		
	P		1002.1	TO	HAYDEN	8.4	
					8.4		
			1010.5		CHRISTMAS	0.0	
		Arrive Daily			(86.9)		Leave Daily
		(0.40) 18.50			Time over Subdivision Average Speed per Hour		(0.50) 14.44

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Wooley.........(Spur)	984.6	5
Winkelman.....(Spur)	1003.5	8

When operator not on duty crew called for No. 871 may leave Hayden Jct. without clearance, and crew arriving Ray Jct. on No. 871 may assume the schedule of No. 870 without clearance.

Eastward stop sign is located at MP 984.65; westward stop sign is located at MP 984.80, east of Wooley. Trains after stopping, must not exceed 10 MPH between these stop signs and when storm or other prevailing conditions require, trains must be preceded by flagman.

Kennecott Copper Corporation R.R. between Hayden Jct. and Hayden Mills is operated by Tucson Division, and is within Hayden Jct. yard limits.

Special upper quadrant signals on high mast at Hayden Jct. indicate stop when arms are in horizontal position. Eastward signal must be left in stop position while a westward movement is being made from Hayden Mills, and westward signal must be left in stop position while any train or engine is occupying the Christmas line east of Hayden Jct. until such train or engine comes to stop, or is not moving west of Hayden.

Proceed indication in eastward signal will authorize movement Hayden Jct. to Hayden Mills, and proceed indication in westward signal will authorize movement from KCRR line, or from Christmas line, from Christmas line junction to Hayden Jct., movements from KCRR line approaching the junction switch to have preference.

Normal position of Christmas line junction switch is for KCRR line. Westward movements from KCRR line must stop before fouling this junction switch and may then proceed if special signal at train-order office indicates proceed.

Movements in either direction between Hayden Jct. and Hayden Mills must be spaced 10 minutes apart. Back-up hose must be used and one trainman must ride in cab of engine when shoving cars Hayden Jct. to Hayden Mills. Flag protection to the rear must be provided as prescribed by Rule 99 when movement is stopped at any point Hayden Jct. to Hayden Mills on ascending grade, and must also be provided to rear on descending grade when there is another following movement possible.

Speed must not exceed 15 MPH in either direction. Grade is 2.2% descending Hayden Mills to Hayden Jct.

Ray Consolidated derail near west end Hayden Mills is spring derail, and may be trailed through on movement to Hayden Mills and must be thrown for all westward movements and lined back to derail following movement over the derail.

Impaired overhead and side clearance at Hayden Mills smelter.

Entrance to Kennecott Copper Corp'n plant is protected by gate, which must be closed and locked at night.

Between Price and Christmas: Look out for rocks and landslides.

		EAST-WARD ↓		Timetable No. 125 April 29, 1951	WEST-WARD
Capacity of sidings		Mile Post Location		Creamery Branch STATIONS	Distance from Normal Jct.
Yd. Lmts. 75	WYP	914.4	TO	TEMPE	2.1
				1.0	
Yd. Lmts.		915.4		CREAMERY	1.1
				1.1	
		916.5		NORMAL JCT. ↑	0.0
				(2.1)	

		EAST-WARD ↓	Timetable No. 125 April 29, 1951	WEST-WARD
Capacity of sidings		Mile Post Location	Tempe Branch STATIONS	Distance from West Chandler
Yard Limits	P	915.3	TEMPE JCT.	7.7
			2.4	
		917.7	PETERSON	5.3
			2.4	
		920.1	HELENA	2.9
			2.9	
		923.0	WEST CHANDLER ↑	0.0
			(7.7)	

PICACHO SUBDIVISION

EASTWARD

Timetable No. 125

April 29, 1951

WESTWARD

Capacity of sidings					Mile Post Location		Nogales Branch **STATIONS**		Distance from Nogales			
Tucson yard	BKWOITYP				983.9	TO-R	**TUCSON**	TO-R **TUCSON**	65.9			
						Via	**SHOP YARD**	0.8 **T&NRR JCT.**	65.1			
20					991.6		6.9 **CONSAIR**		58.2			
53	P				993.8		2.2 ~~**XAVIER**~~ abandoned 9-15-51		56.0			
	P				1002.4	TO	8.6 **SAHUARITA**		47.4			
54	P				1016.3		13.9 ~~**CANOA**~~ abandoned 9-15-51		33.5			
	WP				1021.1		4.8 **AMADO**		28.7			
51	P				1025.6		4.5 **CHAVEZ**		24.2			
53	P				1034.2		8.6 **OTERO**		15.6			
Nogales yard	BKWOTP				1049.8	TO-R	15.6 **NOGALES**		0.0			
							(65.9)					
							..........Time over District.......... ....Average Speed per Hour..........					

Passenger trains use shop yard route, Tucson yard.

Other trains use T&NRR Jct. route, Tucson yard.

On Eagle-Picher spur at Sahuarita:

- Speed must not exceed 10 MPH; nor exceed 5 MPH with engine backing.
- A flagman must precede all movements over Nogales Highway.
- Back-up hose must be used on leading car when shoving.
- Air brakes must be used, and rear end test made on all movements.

Derail on this spur 7575 feet from main track, which is 349 feet from switch to concentrate spur.

- Hand brakes must be securely set on all cars left at the plant, and cars must not be left west of the derail.
- One retainer for each 120 Ms must be turned up from the plant to Santa Cruz River bridge.
- Engines not permitted across ore bins.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity	
ALDONA (SPUR)	992.4		(est. 5-10-51)
Continental.....(Spur)	1010.4	12	
~~Silva.....................~~	~~1037.3~~	~~..~~	aban 6-15-51
Calabasas.......(Spur)	1039.8	28Y	

EASTWARD

Timetable No. 125

April 29, 1951

Capacity of sidings	FIRST CLASS					Mile Post Location		STATIONS	Distance from Tucson
	40	44	6	2	4				
	Imperial	Passenger	Argonaut	Sunset Limited	Golden State				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Tucson yard BKWOITYP	PM 3.15	AM 11.50	AM 11.35	AM 8.25	AM 1.00	983.9	TO-R	**TUCSON**	0.0
105 P	3.33	PM 12.08	AM 11.53	8.38	1.13	993.8		9.9 **RANKIN**	9.9
58 P	3.45	12.20	PM f 12.06	8.48	1.23	1003.3		9.5 **VAIL**	19.4
110 WP	4.05	12.40	f 12.25	**9.04**	1.39	1012.6		9.3 **PANTANO**	28.7
N 82 S 76 Yard Limits IYP	4.25 PM	1.00 PM	12.45	9.20 AM	1.55 AM	1023.6	TO-R	11.0 **MESCAL**	39.7
73 P			12.51			1028.2		4.6 **CHAMISO**	44.3
113 Yard Limits BKWOP			s 1.05			1032.5 1032.6	TO	4.3 **BENSON**	48.6
117 P			1.12			1035.8		3.2 **FENNER**	51.8
71 P			1.26			1041.0		5.2 **SIBYL**	57.0
105 P			1.31			1043.9 1044.4		2.9 **TULLY**	59.9
59 P						1047.3		2.9 ABANDONED ~~**OCHOA**~~ 9.15.51	62.8
138 Yard Limits YP			s 1.50			1053.9	TO	6.6 **DRAGOON**	69.4
78 P			1.55			1058.3		4.4 **MANZORO**	73.8
86 P			f 2.01			1063.9	TO	5.6 **COCHISE**	79.4
60 P			2.07			1069.6		5.7 ABANDONED ~~**HADO**~~ 9-15-51	85.1
104 WP			s 2.17			1074.7	TO	5.1 **WILLCOX**	90.2
94 P			2.30			1082.6		7.9 **RASO**	98.1
113 P			2.40			1091.0		8.4 **LUZENA**	106.5
230 Yard Limits BKWYP			s 3.00			1098.4	TO	7.4 **BOWIE**	113.9
110 P			3.09			1106.6		8.2 **OLGA**	122.1
105 WOYP			s 3.17			1114.2	TO	7.6 **SAN SIMON**	129.7
105 P			3.28			1121.8		7.6 **VANAR**	137.3
105 Yard Limits YP			f 3.44			1128.9	TO	7.1 **STEINS**	144.4
58 P			3.50			1132.7		3.8 **MONDEL**	148.2
58 P			3.55			1136.5		3.8 ABANDONED ~~**CONRAD**~~ 11-1-51	152.0
105 P			3.59			1140.8		4.3 **GARY**	156.3
Yard Limits BKWOYP			s 4.15 PM			1148.3	TO-R	7.5 **LORDSBURG**	163.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(163.8)	
	(1.10)	(1.10)	(4.40)	(0.55)	(0.55)			Time over District	
	34.00	34.00	35.10	43.31	43.31			Average Speed per Hour	

No. 2 Track (Tucson to Mescal)

Automatic Block System (Mescal to Lordsburg)

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

BOWIE SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 125

April 29, 1951

Be Governed by Current Timetable and Timetable Bulletins of Rio Grande Division.

Mile Post Location			STATIONS		Distance from Lordsburg	43 Passenger Arrive Daily
983.9	Automatic Block System	TO-R	**TUCSON** 9.9	No. 2 Track		
993.8			**RANKIN** 9.5			
1003.3			**VAIL** 9.3			
1012.6			**PANTANO** 11.0			
1023.6		TO-R	**MESCAL** 4.6		124.1	PM 12.05
1028.2			**CHAMISO** 4.3		119.5	11.55 AM
1032.5 1032.6		TO	**BENSON** 3.2		115.2	s 11.45
1035.8			**FENNER** 5.2		112.0	11.32
1041.0			**SIBYL** 2.9		106.8	11.22
1043.9 1044.4			**TULLY** 2.9		103.9	11.17
1047.3			~~**OCHOA**~~ 6.6		101.0	
1053.9		TO	**DRAGOON** 4.4		94.4	f 11.02
1058.3			**MANZORO** 5.6		90.0	10.53
1063.9		TO	**COCHISE** 5.7		84.4	f 10.45
1069.6			~~**HADO**~~ 5.1		78.7	10.37
1074.7		TO	**WILLCOX** 7.9		73.6	s 10.30
1082.6			**RASO** 8.4		65.7	10.17
1091.0			**LUZENA** 7.4		57.3	9.56
1098.4		TO	**BOWIE** 8.2		49.9	s 9.47
1106.6			**OLGA** 7.6		41.7	9.23
1114.2		TO	**SAN SIMON** 7.6		34.1	s 9.15
1121.8			**VANAR** 7.1		26.5	9.03
1128.9		TO	**STEINS** 3.8		19.4	f **8.51**
1132.7			**MONDEL** 3.8		15.6	8.43
1136.5			**CONRAD** 4.3		11.8	8.39
1140.8			**GARY** 7.5		7.5	8.35
1148.3		TO-R	**LORDSBURG**		0.0	8.25 AM
			(124.1)			Leave Daily
			Time over District			(3.40)
			Average Speed per Hour			33.85

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity	
Polvo (Spur)	987.7	4	
Wilmot (Spur)	990.7	13	
Esmond	998.6	..	
~~Drury~~	~~1079.4~~	..	ABANDONED 9-15-51
~~Pyra~~	~~1143.9~~	..	✓ 11-1-51

BOWIE SUBDIVISION

EASTWARD

SECOND CLASS

Timetable No. 125

April 29, 1951

Capacity of sidings				866 Freight Leave Daily	964 Freight Leave Daily	864 Freight Leave Daily	962 Freight Leave Daily	862 Freight Leave Daily	960 Freight Leave Daily	Mile Post Location	Automatic Block System		STATIONS	No. 2 Track	Distance from Tucson
Tucson yard BKWOITYP				PM 8.10	PM 3.35	PM 12.01	AM 7.40	AM 3.15	AM 1.10	983.9	Automatic Block System	TO-R	TUCSON	No. 2 Track	0.0
105 P				8.30	4.10	12.25	8.15	3.40	1.45	993.8			9.9 RANKIN		9.9
58 P				8.50	4.35	12.45	8.40	4.01	2.10	1003.3			9.5 VAIL		19.4
110 WP				9.11	5.05	1.05	**9.04**	4.20	2.40	1012.6			9.3 PANTANO		28.7
N 82 Yard Limits S 76 IYP				9.35	5.40 PM	1.30	9.35 AM	4.45	3.15 AM	1023.6		TO-R	11.0 MESCAL		39.7
73 P				9.45		1.40		4.55		1028.2			4.6 CHAMISO		44.3
113 Yard Limits BKWOP				10.05		1.55		5.10		1032.5 1032.6		TO	4.3 BENSON		48.6
117 P				10.15		2.05		5.25		1035.8			3.2 FENNER		51.8
71 P				10.35		2.25		5.45		1041.0			5.2 SIBYL		57.0
105 P				10.45		2.35		5.55		1043.9 1044.4			2.9 TULLY		59.9
59 P				10.53		2.43		6.04		1047.3			2.9 ~~OCHOA~~		62.8
138 Yard Limits YP				11.12		3.02		6.23		1053.9		TO	6.6 DRAGOON		69.4
78 P				11.20		3.10		6.31		1058.3			4.4 MANZORO		73.8
86 P				11.27		3.17		6.39		1063.9		TO	5.6 COCHISE		79.4
60 P				11.35		3.25		6.47		1069.6			5.7 ~~HADO~~		85.1
104 WP				PM 11.42		3.32		6.55		1074.7		TO	5.1 WILLCOX		90.2
94 P				AM 12.01		3.49		7.12		1082.6			7.9 RASO		98.1
113 P				12.14		4.02		7.25		1091.0			8.4 LUZENA		106.5
230 Yard Limits BKWYP				12.35		4.13		7.40		1098.4		TO	7.4 BOWIE		113.9
110 P				12.49		4.27		7.54		1106.6			8.2 OLGA		122.1
105 WOYP				1.05		4.43		8.10		1114.2		TO	7.6 SAN SIMON		129.7
105 P				1.22		5.00		8.20		1121.8			7.6 VANAR		137.3
105 Yard Limits YP				1.42		5.20		**8.51**		1128.9		TO	7.1 STEINS		144.4
58 P				1.50		5.27		8.59		1132.7			3.8 MONDEL		148.2
58 P				1.56		5.33		9.05		1136.5			3.8 ~~CONRAD~~		152.0
105 P				2.03		5.40		9.12		1140.8			4.3 GARY		156.3
Yard Limits BKWOYP				2.15 AM		5.55 PM		9.25 AM		1148.3		TO-R	7.5 LORDSBURG		163.8
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(163.8)		
				(6.05) 26.93	(2.05) 19.05	(5.54) 27.76	(1.55) 20.71	(6.10) 26.54	(2.05) 19.05				............Time over District............ ....Average Speed per Hour........		

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

BOWIE SUBDIVISION

	EASTWARD							WESTWARD			
Capacity of sidings	SECOND CLASS		FIRST CLASS	Mile Post Location		Timetable No. 125 April 29, 1951	Distance from Miami	FIRST CLASS		SECOND CLASS	THIRD CLASS
	884	886	382					381		883	885
	Freight	Freight	Tomahawk (c)			Globe Branch		Tomahawk (c)		Freight	Freight
	Leave Daily Ex. Monday	Leave Daily	Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily
E 105 Yard Limits W 109 BKWYP	AM 8.00		PM 3.00	1098.4 1098.1	TO-R	**BOWIE**	133.8	PM s 12.15		PM 5.30	
51 P	8.25		3.17	1107.4		9.3 **ESCALA**	124.5	11.51 AM		5.00	
P	8.50		f 3.33	1117.8		10.4 **TANQUE**	114.1	f 11.32		4.40	
P	9.05		3.44	1125.1		7.3 **HAECKEL**	106.8	11.19		4.20	
34 P	9.25		s **3.57**	1132.6		7.5 **SOLOMON**	99.3	s 11.06		**3.57**	
Yard Limits 47 WP	10.10		s 4.10	1137.5	TO	4.9 **SAFFORD**	94.4	s 10.55		3.30	
P	10.20		s 4.20	1140.6		3.1 **THATCHER**	91.3	s 10.43		2.25	
P	**10.33**		s 4.31	1145.6	TO	5.0 **PIMA**	86.3	s **10.33**		2.05	
43 P	11.01		4.35	1146.7		1.1 **DUBLIN**	85.2	10.28		1.50	
P	11.30		f 4.46	1153.0		6.3 **CORK**	78.9	f 10.18		1.25	
P	AM 11.50		s 4.59	1159.3	TO	6.3 **FT. THOMAS**	72.6	s 10.07		1.03	
WP	PM 12.05		f 5.08	1164.2		4.9 **GERONIMO**	67.7	f 9.57		12.50	
50 P	**12.35**		f 5.19	1170.1		5.9 **BYLAS**	61.8	f 9.45		**12.35**	
P	12.57		f 5.31	1176.8		6.7 **CALVA**	55.1	f 9.33		12.20 PM	
49 P	1.40		5.59	1191.0		14.2 **DILI**	40.9	9.06		11.40 AM	
48 WP	2.10		s 6.20	1201.0	TO	10.0 **SAN CARLOS**	30.9	s 8.45		11.10	
P	2.50		f 6.47	1213.5		12.5 **CUTTER**	18.4	f 8.21		10.40	
Yard Limits BKWOTP	3.20 PM	AM 6.10	s 7.10 PM	1221.5	TO-R	8.0 **GLOBE**	10.4	8.00 AM		10.10 AM	AM 9.20
P				1226.2		4.7 **RADIUM**	5.7				
Yard Limits WYP		7.15 AM		1231.9		5.7 **MIAMI**	0.0				8.15 AM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(133.8)		Leave Daily		Leave Daily Ex. Sunday	Leave Daily
	(7.20) 16.87	(1.05) 9.50	(4.10) 29.62			............Time over District............ ....Average Speed per Hour......		(4.15) 29.00		(7.20) 16.34	(1.05) 9.50

Between MP 1184 and MP 1196: Look out for rocks and landslides.

Nos. 381 and 382 stop daily at MP 1143.1 between Thatcher and Pima to exchange U. S. Mail.

Crew called for No. 886 may leave Globe without clearance.

Crew arriving Miami on No. 886 may assume the schedule of No. 885 without clearance.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Lone Star........(Spur)	1135.3	10
Glenbar..................	1148.9	..
Ashurst..................	1154.8	..
Peridot..................	1197.3	..
Pinal.....................	1219.3	9
Burch..........(Spur)	1227.3	5
Claypool........(Spur)	1230.2	9

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc. are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS RECEIVE TO (or beyond)	FOR REVENUE PASSENGERS DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
1	Coolidge	35 MPH	Daily			To dispatch U.S. Mail
1	Coolidge	Flag	Daily	Colton	East of El Paso	
1	Chandler	Flag	Daily		El Paso	
1	Mesa	Flag	Daily	Palm Springs	El Paso	
2	Chandler	Flag	Daily	El Paso		
2	Mesa	Flag	Daily	El Paso	Colton	
3	Coolidge	Flag	Daily	Alhambra	El Paso	
3	Chandler	Flag	Daily	Palm Springs	Kansas City	
4	Chandler	Flag	Daily	Tucumcari	Alhambra	
4	Coolidge	Flag	Daily	El Paso	Alhambra	
4	Coolidge	35 MPH	Daily			To dispatch U.S. Mail
5	Picacho Jct	Flag	Daily	Any station on Gila line		
5	Picacho Jct	Flag	Daily	Alhambra		
5	Toltec	Flag	Daily	Yuma	Tucson	
6	Toltec	Flag	Daily	Tucson	Yuma	
6	Rillito	Flag	Daily		Colton	
39	Coolidge	Flag	Daily		El Paso	
39	Chandler	Flag	Daily	COLTON (6-10-51)	El Paso	
39	Mesa	Flag	Daily	Calexico	El Paso	
39	Tempe	Flag	Daily	Alhambra	El Paso	
39	Litchfield	35 MPH	Daily			To dispatch U.S. Mail when requested by postal clerk
39	Buckeye	Flag	Daily		El Paso	
40	Buckeye	Flag	Daily	El Paso	Alhambra	
40	Tempe	Flag	Daily	El Paso	Alhambra	
40	Mesa	Flag	Daily	El Paso	Alhambra	
40	Chandler	Flag	Daily	El Paso or beyond		25 MPH when requested by RPO (6-15-51)
40	Coolidge	Flag	Daily	El Paso	Alhambra	STOP if necessary TO PICK UP 1ST CLASS MAIL 4-29-5
381	Peridot	Flag	Daily	Any station	Any station	
382	Peridot	Flag	Daily	Any station	Any station	
2	COOLIDGE	25 MPH	DAILY Ex SUN.			TO DISPATCH COIN (6-11-51)

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on Pages 6 and 7.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "M" for middle may be used by trains in either direction. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—WELLTON SUBDIVISION

RULE 82 (A). Eastward second-class and extra trains originating at Yuma (except trains handling passenger equipment only) will register by ticket and obtain clearance at East Yard, and need not register or obtain clearance at Yuma, but must receive proceed signal from yardman (white flag by day and green light by night) before entering eastward main track, as indication that no first-class train is due, or that proper protection to the rear has, and will be provided until rear of train has entered eastward main track, after which protection to the rear must be provided by train crew if train stops or is delayed. Indicators may be displayed from Yuma to East Yard on instructions from Yardmaster. Conductors will show on margin of train register ticket thrown off at East Yard the time watch was compared with standard clock. Operator will enter this information on train register.

RULE 83. Identification may be made by eastward trains on double track between Yuma and East Yard, and between Phoenix and Phoenix Yard, to be applied at end of double track. Reduce speed sufficiently to permit identification, and comply with Rule 14 (k).

RULE 83 (A). At the following stations, only trains indicated will register:

East Yard	Westward trains entering yard tracks.
East Yard	Eastward second-class and extra trains.
Phoenix	First-class trains, except No. 370.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

East Yard	Westward trains entering yard tracks.
East Yard	Eastward second-class and extra trains.
Phoenix Yard	First-class trains, except No. 370.

RULE D-97 (A). Will apply between Phoenix and Phoenix Yard.

RULE 105. Following tracks are designated for use as sidings:

Fowler	Track north of main track.
Aztec	Track north of main track is westward siding;
	Track south of main track is eastward siding.
Sentinel	Track north of main track is eastward siding;
	Track south of main track is westward siding.

RULE 204. Trains on Wellton and Picacho Subdivisions with the same conductor operating through Phoenix may be issued train orders on one subdivision that affect their movement on either or both subdivisions, and these orders must be delivered by engineer to relieving engineer.

RULE 221. East Yard is train-order office for eastward trains only and is open continuously. Signal arm for westward movement has been removed.

Wellton Subdivision trains originating at Phoenix must obtain clearance at Phoenix Yard instead of Phoenix.

RULE D-251. Applies to the following tracks:

Westward track, East Yard to Yuma. Extra trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving East Yard, before passing Signal 7341, and before passing Signal 7331.

Both tracks between Phoenix and Phoenix Yard.

SPECIAL INSTRUCTIONS—PICACHO SUBDIVISION

RULE 82 (A). Unless otherwise instructed, crews arriving Phoenix on eastward first-class trains, will assume same schedule at Phoenix on Picacho Subdivision and obtain clearance at Phoenix Yard instead of Phoenix. This clearance must bear O.K. and initials of Chief Train Dispatcher.

RULE 83. Identification may be made on double track between Stockham and Tucson; Phoenix and Phoenix Yard; to be applied at end of double track; and on second main track between Phoenix Yard and Kendall, to be applied at Kendall. Reduce speed sufficiently to permit identification and Rule 14 (k) will apply.

RULE 83 (A). At the following stations, only trains indicated will register:

Phoenix. First-class trains, except No. 370.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard. First-class trains, except No. 370.

RULE 95. Sections of eastward schedules may be authorized by telegram from Chief Train Dispatcher, for movement from Phoenix to Phoenix Yard, where train-order authority will be received.

RULE 97. Extra trains must not run via Creamery Branch unless train order so specifies.

RULE D-97 (A). Will apply between Phoenix and Phoenix Yard.

RULE 105. Following tracks are designated for use as sidings:

Mesa..........	Track south of main track.
Picacho Jct.....	Track north of main track is north siding. Track south of main track is south siding. Westward trains required to take siding will use south siding, unless otherwise directed by Letter type indicator on Signal 9385.
Red Rock......	Track north of main track is eastward siding; Track south of main track is westward siding.
Jaynes.........	Track north of main track is westward siding; Track south of main track is eastward siding.

RULE 204. Trains of Wellton and Picacho Subdivisions with the same conductor operating through Phoenix may be issued train orders on one subdivision that affect their movement on either or both subdivisions, and these orders must be delivered by engineer to relieving engineer.

RULE 221. Wellton Subdivision trains originating at Phoenix must obtain clearance at Phoenix Yard instead of Phoenix.

Trains must obtain clearance before leaving Tempe on Creamery Branch.

Stockham is train-order office for westward trains only and is open continuously. Signal arm for eastward movement has been removed.

RULE D-251. Applies to the following tracks:

Both tracks between Phoenix and Phoenix Yard.

No. 1 Track from PFE yard to end of No. 1 Track, Tucson, and westward track from Sixth Ave. interlocking to Stockham. Extra trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving PFE yard, and before passing Park Ave., Signal 9843, and Sixth Ave.

SPECIAL INSTRUCTIONS—BOWIE SUBDIVISION

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Mescal..........	All trains.

RULE 105. Following tracks are designated for use as sidings:

San Carlos.....	Track north of main track, opposite station.
Benson........	Track north of main track.

RULE D-151. Westward trains will use No. 1 Track, Rio Grande Division, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson Division, Tucson to Mescal, under double track rules.

RULE 221. Globe Branch trains must obtain clearance before leaving Bowie.

Between Tucson and Lordsburg two copies of each order will be delivered to conductor and engineer of trains to which addressed, in order to have sufficient copies of orders when helper engines are cut in.

SPECIAL INSTRUCTIONS—PICACHO SUBDIVISION

RULE 83 (A). Unless otherwise instructed, crews arriving [illegible] on scheduled first-class trains, will procure [illegible] at [illegible] on Picacho Subdivision and obtain clearance at Phoenix [illegible] of Phoenix. This clearance must bear C.S. and [illegible] of those trains on schedules.

RULE 87. Identification may be made on double track between Picacho and Tempe; Phoenix and Phoenix Yard [illegible] second track of double track and on second main track between Phoenix Yard and Kendall, to be applied at Kendall. Maximum speed [illegible] to permit identification and Rule 14 (X) will apply.

RULE 82 (A). At the following stations, only trains indicated will register:
Phoenix. First-class trains, except No. 370.

RULE 82 (B). At open train-order offices trains may register by ticket as follows:
Phoenix Yard. First-class trains, except No. 370.

RULE 95. Sections of eastward schedules may be authorized by message from Chief Train Dispatcher for movement from Phoenix to Phoenix Yard, where train-order authority will be received.

RULE 97. Extra trains must not run via Cemetery Branch unless train order so specifies.

RULE D-97 (A). Will apply between Phoenix and Phoenix Yard.

RULE 195. Following tracks are designated for
Mesa . . . . Track south of main track.
Picacho Jct. . . . Track north of main track
Track south of main track
Westward trains required to
use south siding
by Latter type indicator
Red Rock . . . . . Track north of main track
Track south of main track
Jaynes . . . . Track north of main track
Track south of main track

RULE 201. Trains of Wellton and Picacho Sub the same conductor operating through Phoenix may orders on one subdivision that affect their movement both subdivisions, and these orders must be to relieving engineer.

RULE 221. Wellton Subdivision trains must obtain clearance at Phoenix Yard instead of
Trains must obtain clearance before leaving ery Branch.
Stockham is train-order office for westward trains open continuously. Signal arm for eastward removed.

RULE D-251. Applies on the following tracks:
Both tracks between Phoenix and Phoenix Yard.
No. 1 Track from PFE yard to end of No. 1 Track westward track from Sixth Ave. Interlocking to trains and engines must receive proceed signal (white flag by day, green light by night) before and before passing Park Ave. Signal 6049, and

SPECIAL INSTRUCTIONS—BOWIE SUBDIVISION

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
Mescal . . . . All trains.

RULE 195. Following tracks are designated for use as sidings:
San Carlos . . . . Track north of main track, opposite station.
Dencho . . . . Track north of main track.

RULE D-151. Westward trains will use No. Grande Division, Mescal to Tucson, and eastward trains 2 Track, Tucson Division, Tucson to Mescal, rules.

RULE 221. Globe Branch trains must obtain leaving Bowie.
Between Tucson and Lordsburg two copies of be delivered to conductor and engineer of trains in order to have sufficient copies of orders cut in.

DIVISION MILEAGE

Main Lines

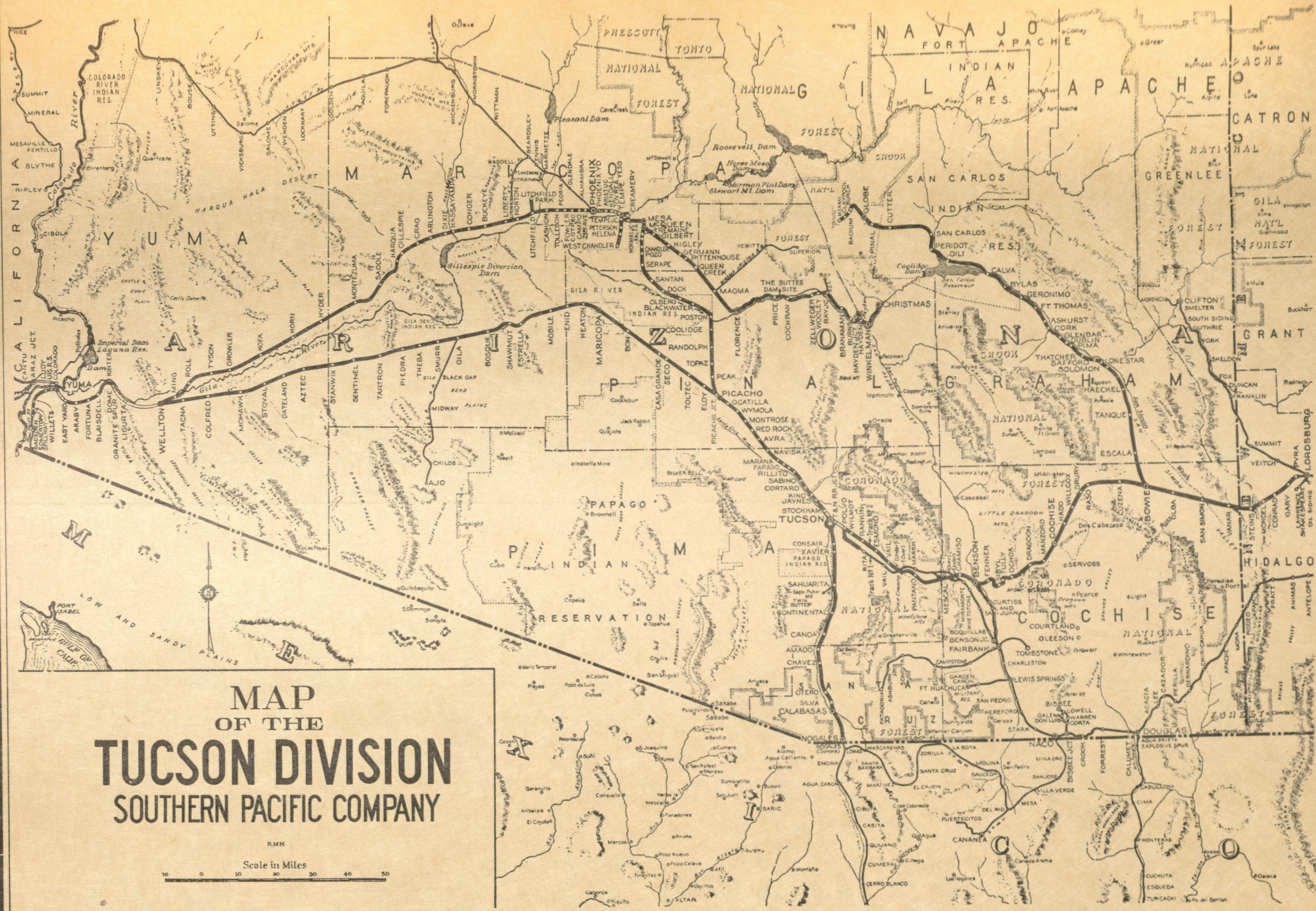
		First Track	Second Track	Miles
Yuma to Lordsburg via Gila	SPRR	411.94	38.70	
Wellton to Picacho Jct. via Phoenix	AERR	208.98	1.41	
	SPRR	.02		
At Mescal, connection to South line	SPRR	.16		
Total		621.10	40.11	
Total Main Lines				661.21

Branches

Benson—Benson to Begin. R.G. Div	SPRR	.29		
	EP&SW	.33		
Christmas—McQueen to Christmas	AERR	86.66		
	KCC	.32		
Creamery—Tempe to Normal Jct.	AERR	2.19		
Globe—Bowie to Miami	AERR	134.93		
Litchfield—Litchfield to Litchfield Park	AERR	4.92		
Nogales—Tucson to Nogales (Internat. Bd'ry.)	SPRR	65.78		
Tempe—Tempe Jct. to West Chandler	AERR	7.88		
Yuma Valley—Yuma to Somerton	YVRR	18.00		
Total Branches				321.30
Total Tucson Division				982.51

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6



MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

R.M.H.

Scale in Miles

10 0 10 20 30 40 50

CALIFORNIA
ARIZONA
NEW MEXICO
MEXICO
YUMA
MARICOPA
PINAL
PIMA
SANTA CRUZ
COCHISE
GRAHAM
GREENLEE
GILA
NAVAJO
APACHE
CATRON
GRANT
HIDALGO
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
GILA NAT'L FOREST
APACHE NATIONAL FOREST
PAPAGO INDIAN RESERVATION
GILA RIVER INDIAN RES.
COLORADO RIVER INDIAN RES.
HARQUA HALA DESERT
LOW AND SANDY PLAINS
GULF OF CALIF.
PORT ISABEL
Colorado River
Gila River
Pleasant Dam
Roosevelt Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Gillespie Diversion Dam
Coolidge Dam
San Carlos Reservoir
Imperial Dam
Laguna Res.
THE BUTTES DAM SITE
PHOENIX
TEMPE
MESA
CHANDLER
GLENDALE
BUCKEYE
LITCHFIELD PARK
WICKENBURG
SALOME
PARKER
BLYTHE
RIPLEY
YUMA
WELLTON
GILA BEND
AJO
MARICOPA
CASA GRANDE
COOLIDGE
FLORENCE
PICACHO
ELOY
RED ROCK
TUCSON
VAIL
BENSON
COCHISE
WILLCOX
BOWIE
SAN SIMON
STEINS
LORDSBURG
GLOBE
MIAMI
SUPERIOR
RAY
HAYDEN
WINKELMAN
CHRISTMAS
SAN CARLOS
GERONIMO
FT. THOMAS
PIMA
THATCHER
SAFFORD
SOLOMON
CLIFTON
DUNCAN
FAIRBANK
TOMBSTONE
BISBEE
NACO
DOUGLAS
NOGALES
CALABASAS
AMADO
SAHUARITA
CONTINENTAL
FT. HUACHUCA
ELGIN
PATAGONIA
CANANEA
AGUA PRIETA
SASABE
ALTAR
MAGDALENA
FRONTERAS
ESQUEDA
NACOZARI